THE OHIO PUBLIC WORKS COMMISSION
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

OHIO PUBLIC WORKS FOR YOU

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93 CBG 03

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: Colerain Township CODE# 061 - 16616

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 26 / 94

CONTACT: Dennis B. Chapman PHONE # (513) 385-7502

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Roundtop Road Reconstruction

SUBDIVISION TYPE (Check Only 1)	FUNDING TYPE REQUESTED (Check All Requested & Enter Amount)		PROJECT TYPE (Check Largest Component)
__1. County	X1. Grant	$ 638,604	X1. Road
__2. City	__2. Loan	$	__2. Bridge/Culvert
X3. Township	__3. Loan Assistance	$	__3. Water Supply
__4. Village	MBE SET-ASIDE OFFERED		__4. Wastewater
__5. Water/Sanitary District (Section 6119 O.R.C.)	Construction	$	__5. Solid Waste
	Procurement	$	__6. Stormwater

TOTAL PROJECT COST: $ 709,506 **FUNDING REQUESTED:** $ 638,604

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $ 638,604.00 LOAN ASSISTANCE: $

LOAN: $ % TERM: yrs. (Attach Loan Supplement)

(Check Only 1)

___State Capical Improvement Program

_X_ Local Transportation Improvements Program

___Small Government Program

DISTRICT MBE SET-ASIDE

Construction $

Procurement $

FOR OPWC USE ONLY

PROJECT NUMBER: C / C

Local Participation %

OPWC Participation %

Project Release Date: / /

OPWC Approval:

APPROVED FUNDING: $

Loan Interest Rate:

Loan Term: years

Maturity Date:

Date Approved: / /

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$ N/A .00		
	2. Final Design	$ N/A .00		
	3. Other Engineer Services *	$ N/A .00		
	Supervision $ N/A .00			
	Miscellaneous $ N/A .00			
b.)	Acquisition Expenses:			
	1. Land	$ N/A .00		
	2. Right-of-Way	$ N/A .00		
c.)	Construction Costs:	$ 638,604 .00		
d.)	Equipment Purchased Directly:	$ N/A .00		
e.)	Other Direct Expenses:	$ N/A .00		
f.)	Contingencies:	$ 70,956 .00		
g.)	TOTAL ESTIMATED COSTS:	$ 709,560.00		

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

				%
a.)	Local In-Kind Contributions	$ N/A .00		
b.)	Local Public Revenues	$ 70,956 .00		10%
c.)	Local Private Revenues	$ N/A .00		
d.)	Other Public Revenues			
	1. ODOT PID# _____	$ N/A .00		
	2. EPA/OWDA	$ N/A .00		
	3. OTHER	$ N/A .00		
SUB TOTAL LOCAL RESOURCES:			$ 70,956 .00	10%
e.)	OPWC Funds			
	1. Grant	$ 638,604 .00		90%
	2. Loan	$ 0 .00		
	3. Loan Assistance	$ 0 .00		
SUB TOTAL OPWC RESOURCES:			$ 638,604 .00	90%
f.)	TOTAL FINANCIAL RESOURCES:		$ 709,560 .00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Roundtop Road Reconstruction

2.2 BRIEF PROJECT DESCRIPTION – (Sections a through d):

a: SPECIFIC LOCATION: Roundtop Road is located approximately 1,000 feet west of the Colerain Avenue and Poole Road intersection, and runs north from Poole Road to outlet onto Colerain Avenue. See attaceched location map.

PROJECT ZIP CODE: 45251

b: PROJECT COMPONENTS:

See attachment "A"

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

See attachment "B"

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.

Attach current rate ordinance.

See attachment "C"

2.3 USEFUL LIFE / COST ESTIMATE: **Project Useful Life: 20 Years.**

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

ATTACHMENT "A"

Project components are as follows:

1) Remove existing asphalt surface and concrete base and curbs
2) Undercut subgrade as necessary
3) Remove existing drive aprons and install new aprons as per print
4) Construct new curb ramps
5) Install new concrete curbs
6) Install new storm sewers, catch basins, manholes
7) Adjust catch basins, manholes, water works items, etc. as necessary
8) Catch basin reconstruction and/or repair
9) Install bituminous aggregate base material to industrial specifications
10) Install new asphaltic concrete surface
11) Widen roadway to standard width of 28' b/b of curbs
12) Add right turn lane at Colerain Avenue
13) Reclimate
14) Tree removal as necessary
15) Sodding

ATTACHMENT "B"

The existing roadway varies in width from 18 feet to 23 feet. The existing drainage facilities are inadequate. The curbs are deteriorated and are faulted at the joints and are uneven throughout. Approximately 70 feet has no type of curbing. The existing base has failed. The road has a poor rideability due to the uneven faulted concrete base, the potholes and weathered pavement. This road is heavily traveled by heavy commercial trucks as well as passenger vehicles to service a large residential subdivision, a retirement center, and several businesses. The road is used as a major cut through between Colerain Avenue (US 27) and Poole Road to avoid Colerain Avenue lights and congestion. When reconstructed the roadway will have proper drainage facilities and entire length of curbs. The roadway will be constructed to a standard width of 28 feet b/b of curbs, adding a right turn lane at Colerain Avenue, and with a bituminous aggregate base material to industrial specifications. The total length of this project is 1929 lineal feet.

ATTACHMENT "C"

The current ADT for Roundtop Road is 2000. The roadway serves local traffic, especially for the intersecting street which is a main entrance to a very large subdivision. The size of this subdivision can be seen by looking at the attached map page. The roadway also serves to heavy commercial truck traffic for local delivery to the retirement center, Super America (gas & food), and Buckeye Furniture. Also trucks use this as a cut through to avoid Colerain Avenue traffic lights and congestion. The Northside Bank is located on Colerain Avenue but has an access drive onto Roundtop, and Colerain Bowl is on Colerain Avenue but has attached parking lot with dry cleaner and Super America which outlets onto Roundtop. A large majority of traffic is cut through traffic used to avoid the traffic lights and congestion on colerain Avenue

The demands on this road are growing each year as the intersecting subdivision is expanding and more traffic uses the road as a cut through. Due to the failure of our local school levy last year, cut backs were made and one was the elimination of bus service to our high school students. There are approximately 2000 students that attend Colerain High School, each which has to find a way to school. this has put a strain on all roads nearby the school. Roundtop being one of these roads for school traffic to use as a cut through.

A study through the state and local officials called the "Colerain Corridor Study" is attempting to alleviate traffic congestion on colerain Avenue, thus attempting to divert traffic off of Colerain Avenue and increase traffic on roads such as Roundtop Road.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 709,560	100%
State Funds Requested for Repair and Replacement	$ 638,604	90 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 0.00	0 %
State Funds Requested for New and Expansion	$ 0.00	0 %

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	Engineering/Design:	completed	completed
4.2	Bid Advertisement:	11 /15 /95	12 /15 /95
4.3	Construction:	3 /1 /96	12 /31 /96

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	David Foglesong
	TITLE	Administrator
	STREET	4200 Springdale Road
	CITY/ZIP	Cincinnati, Ohio 45251
	PHONE	(513) 385 - 7500
	FAX	(513) 385 - 1518
5.2	CHIEF FINANCIAL OFFICER	Kathy Mohr
	TITLE	Clerk Colerain Township
	STREET	4200 Springdale Road
	CITY/ZIP	Cincinnati, Ohio 45251
	PHONE	(513) 385 - 7500
	FAX	(513) 385 - 1518
5.3	PROJECT MANAGER	Dennis B. Chapman
	TITLE	Road Superintendent
	STREET	4725 Springdale Road
	CITY/ZIP	Cincinnati, Ohio 45251
	PHONE	(513) 385 - 7502
	FAX	(513) 385 - 4458

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

__X__ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)

__X__ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

__X__ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

__N/A__ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.(Attach)

__X__ Capital Improvements Report: (Required by 164 O.R.C. on standard form)
- __X__ A: Attached.
- __X__ B: Report/Update Filed with the Commission within the last twelve months.

__N/A__ Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

__X__ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT:Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

David L. Foglesong, Administrator Colerain Township
Certifying Representative (Type or Print Name and Title)

David L Foglesong
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1258

PHONE (513) 632-8523 FAX (513) 723-9748

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Roundtop Road Reconstruction project will have a useful life of at least 20 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

PROJECT : ROUNDTOP ROAD REHABILITATION 9 / 20 / 94
ENG. EST.: $709,557.00

REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
1	201	CLEARING AND GRUBBING	LS	1	7500.00	$7,500.00
2	202	CONCRETE DRIVE REMOVED	SY	502	15.00	$7,530.00
3	202	CATCH BASIN REMOVED	EA	7	250.00	$1,750.00
5	202	CONCRETE BASE W/INT. CURB REMOVED	SY	3301	25.00	$82,525.00
6	202	FENCE REMOVED FOR REUSE BY OWNER	LF	6	10.00	$60.00
7	202	CONCRETE CURB REMOVED	LF	33	15.00	$495.00
8	202	PIPE REMOVED	LF	484	15.00	$7,260.00
9	202	GUARDRAIL REMOVED	LF	13	20.00	$260.00
10	203	EXCAVATION	CY	3038	12.00	$36,456.00
11	203	EMBANKMENT	CY	62	12.00	$744.00
12	203	SUBGRADE COMPACTION	SY	6375	1.50	$9,562.50
13	301	BITUMINOUS AGGREGATE BASE, AC-20	CY	1417	55.00	$77,935.00
14	304	AGGREGATE BASE	CY	192	55.00	$10,560.00
15	402	ASPHALT CONCRETE, AC-20	CY	514	60.00	$30,840.00
16	404	ASPHALT CONCRETE, AC-20	CY	281	60.00	$16,860.00
17	452	7" PLAIN CONCRETE PAVEMENT (DRIVES)	SY	474	35.00	$16,590.00
18	602	CONCRETE MASONRY	CY	1	100.00	$100.00
19	603	12" CONDUIT, TYPE B, 706.02, CLASS IV	LF	497	35.00	$17,395.00
20	603	12" CONDUIT,TYPE D	LF	24	35.00	$840.00
21	603	15" CONDUIT, TYPE B, 706.02, CLASS IV	LF	170	40.00	$6,800.00
22	603	18" CONDUIT, TYPE B, 706.02, CLASS IV	LF	195	45.00	$8,775.00
23	603	3" PVC CONDUIT	LF	58	10.00	$580.00
24	603	6" PVC CONDUIT	LF	10	12.00	$120.00
25	604	CATCH BASIN, TYPE 3	EA	3	1500.00	$4,500.00
26	604	CATCH BASIN, TYPE 3 WITH "V" GRATE	EA	1	1750.00	$1,750.00
27	604	CATCH BASIN, TYPE 3A	EA	3	1500.00	$4,500.00
28	604	CATCH BASIN, TYPE CB-3M	EA	1	1500.00	$1,500.00
29	604	CATCH BASIN, TYPE CB-3M WITH "V" GRATE	EA	3	1750.00	$5,250.00
30	604	CATCH BASIN RECON TO GRADE	EA	4	1500.00	$6,000.00
31	604	SAN. MANHOLE ADJ. TO GRADE	EA	1	300.00	$300.00
32	604	STORM MANHOLE RECON TO GRADE	EA	3	300.00	$900.00
33	604	SAN. MANHOLE RECONSTRUCTED TO GRADE	EA	1	1200.00	$1,200.00
34	609	CONCRETE CURB, TYPE 6	LF	3793	12.00	$45,516.00
35	609	ASPHALT CONCRETE CURB	LF	25	5.00	$125.00
36	614	MAINTAINING TRAFFIC	LS	1	10000.00	$10,000.00
37	619	FIELD OFFICE	LS	1	3000.00	$3,000.00
38	623	CONSTRUCTION LAYOUT STAKES	LS	1	5000.00	$5,000.00
37	645	CENTER LINE, TYPE C	MI	0.24	1250.00	$300.00
38	645	CHANNELIZING LINE, TYPE C	LF	110	1.00	$110.00
39	645	LANE ARROW, TYPE C	EA	4	50.00	$200.00
40	645	WORD ON PAVEMENT ,72 INCH, TYPE C	EA	2	100.00	$200.00
41	660	LAWN RESTORATION	SY	2556	3.00	$7,668.00
42	SPL	CINCINNATI WATER WORKS ITEMS	LS	1	200000.50	$200,000.50
43	SPL	SUPPLEMENTAL ITEMS	LS	1	70000.00	$70,000.00
				TOTAL =		$709,557.00

COLERAIN TOWNSHIP PUBLIC WORKS DEPARTMENT
ROAD DIVISION

ROAD SUPERINTENDENT
DENNIS B. CHAPMAN

ADMINISTRATOR
DAVID L. FOGLESONG

4725 SPRINGDALE ROAD, CINCINNATI, OHIO 45251

513-385-7502
FAX 513-385-4458

BOARD OF TRUSTEES
PATRICIA M. CLANCY
KEITH MILLER
JOSEPH R. WOLTERMAN

CLERK
KATHY J. MOHR

September 29, 1994

STATUS OF FUNDS REPORT

ATTACHMENT G

Project: Roundtop Road Reconstruction

This is to certify that the sum of $70,956 is available as the local matching funds in connections with Colerain Townships' application for State Capital Improvement Program (SCIP) Funds for the above mentioned project.

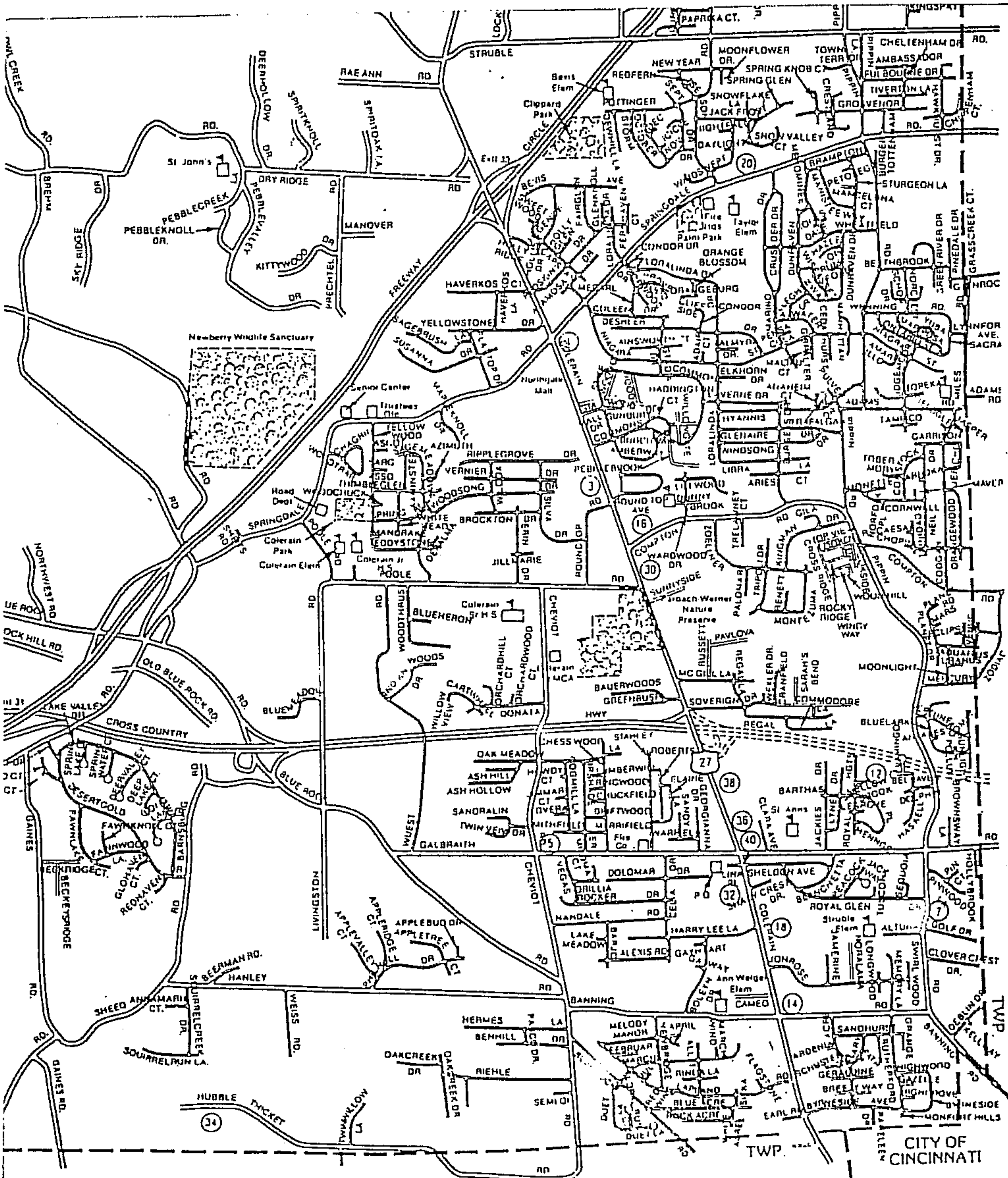
The source of the local match will be Colerain Township funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

COLERAIN TOWNSHIP

Chief Executive Officer: David L Foglesong
David Foglesong, Administrator
Colerain Township

Chief Financial Officer: Kathy Mohr
Kathy Mohr, Clerk
Colerain Township

ROUNDTOP ROAD



RESOLUTION No. 33-94

Hamilton *County, Ohio*

Be It Resolved *by the Township Trustees of* Colerain *Township, that*

RESOLUTION APPROVING APPLICATION FOR SCIP FUNDS

WHEREAS Colerain Township has the opportunity to apply for 1994 SCIP Funds from the State of Ohio for Round 9, for repair, resurfacing, and reconstruction on various streets in Colerain Township as noted on the attached list, and

WHEREAS A Chief Executive Officer, a Financial Officer, and a Contact Person must be appointed to enter into a contract with the Ohio Public Works Commission; now therefore

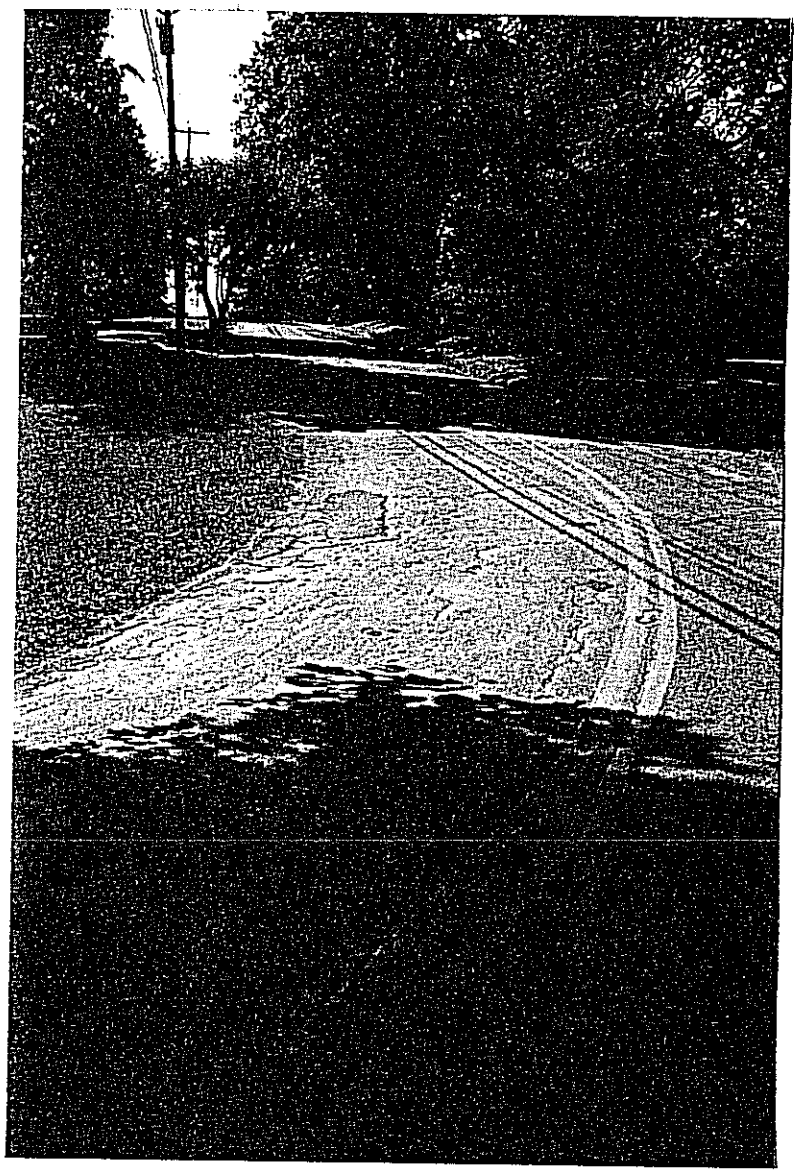
BE IT RESOLVED that the Colerain Township Board of Trustees hereby appoints Colerain Township Administrator David L. Foglesong as Chief Executive Officer; Colerain Township Clerk Kathy Mohr as Financial Officer; and Colerain Township Public Works Director Dennis B. Chapman as Project Manager.

Adopted the 13 *day of* September 19 94

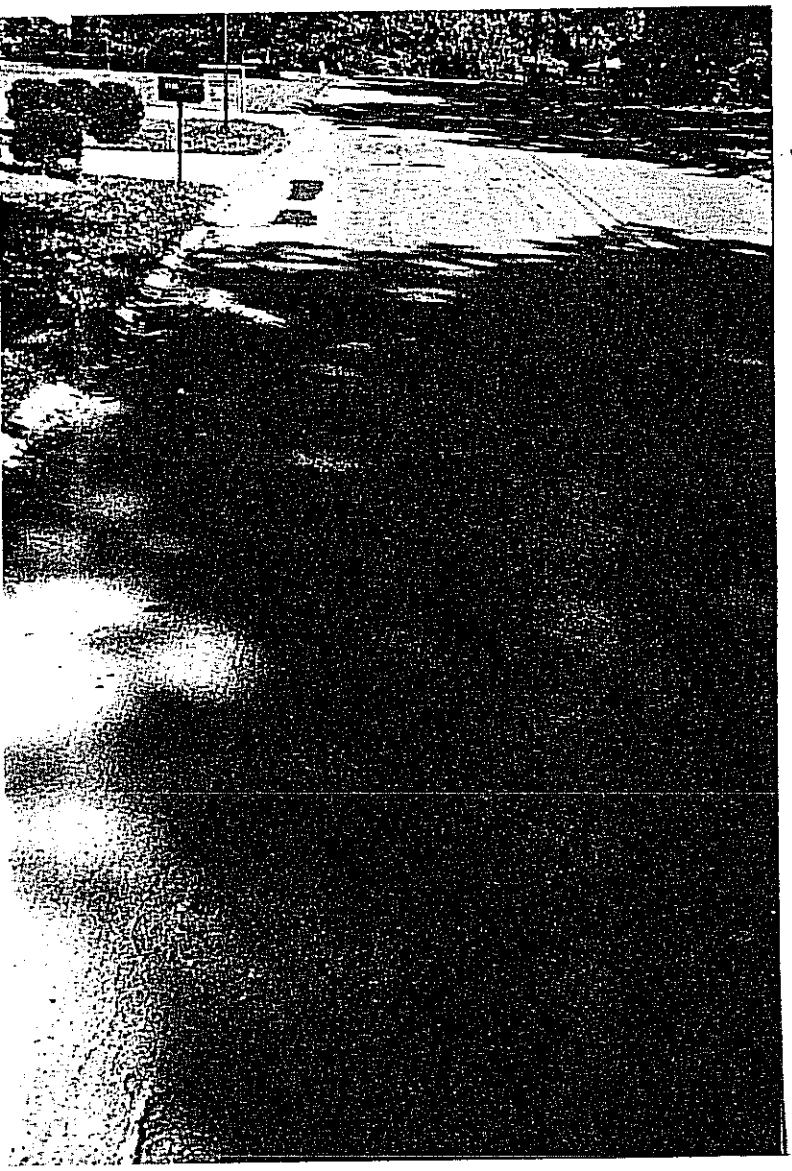
Attest: Kathy Mohr
Township Clerk.

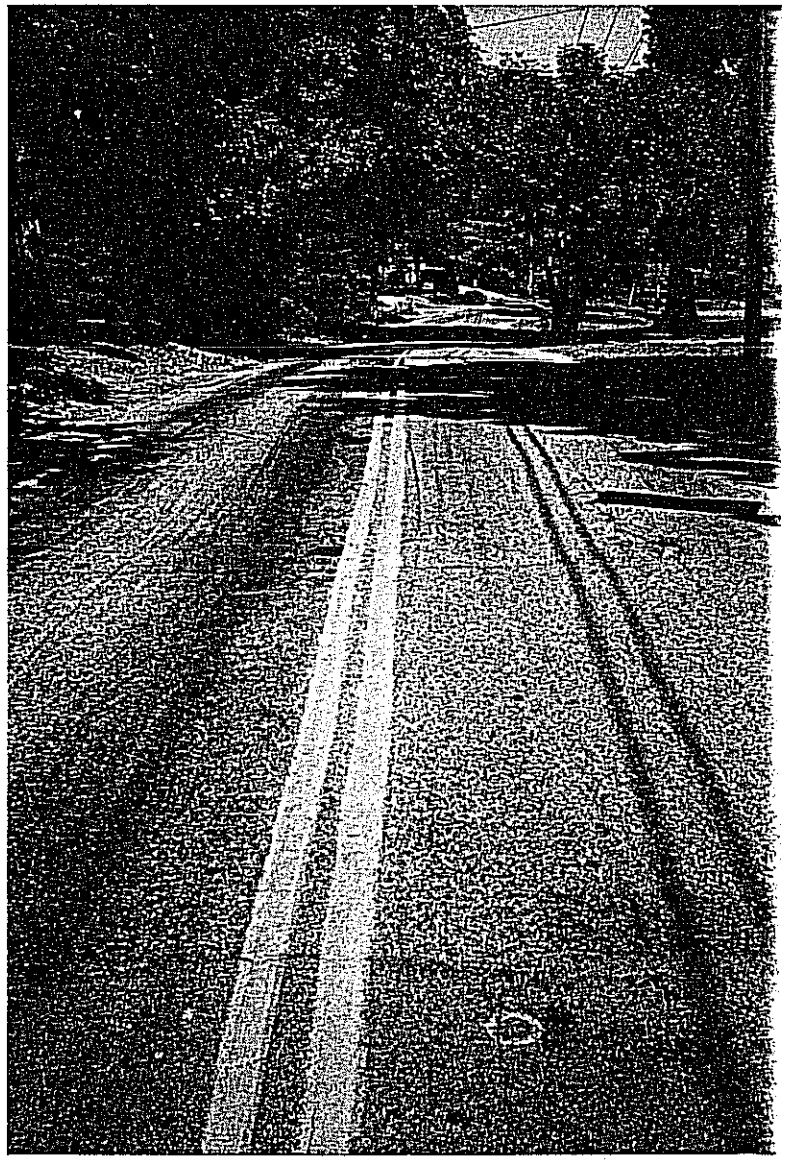
Township Trustees

ROUNDTOP RD. RECONSTRUCTION

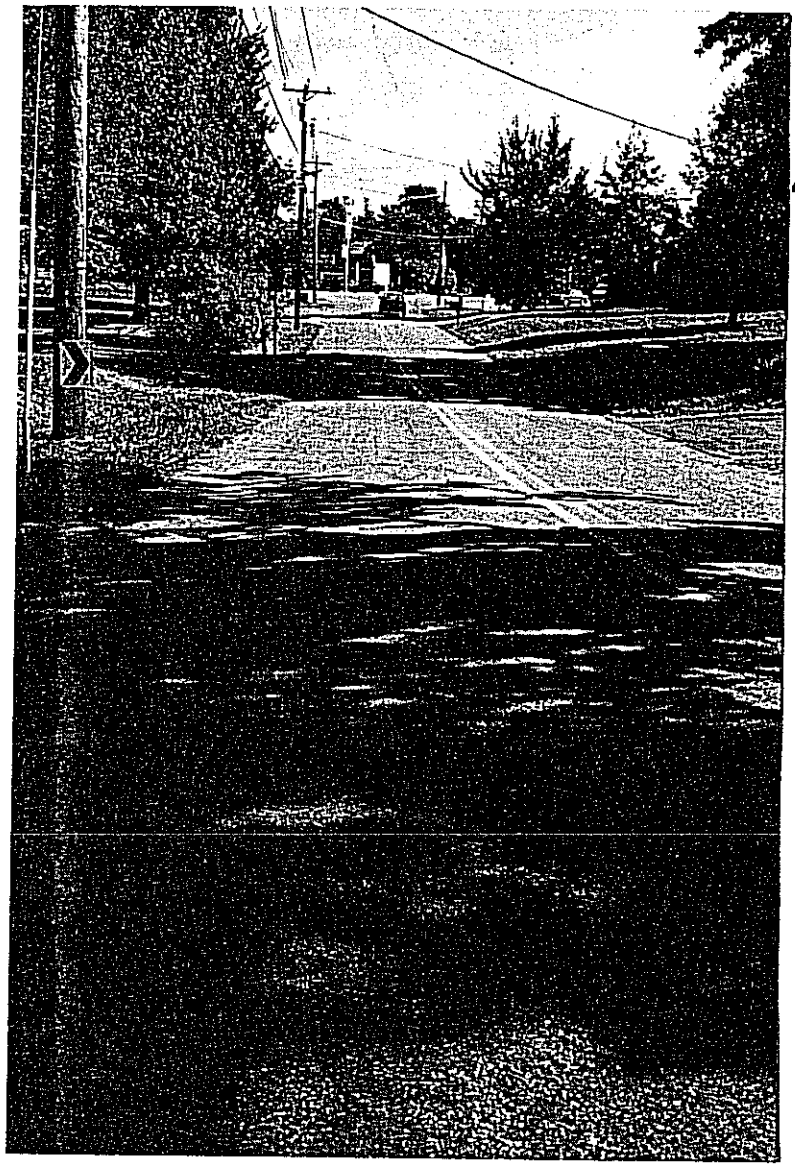


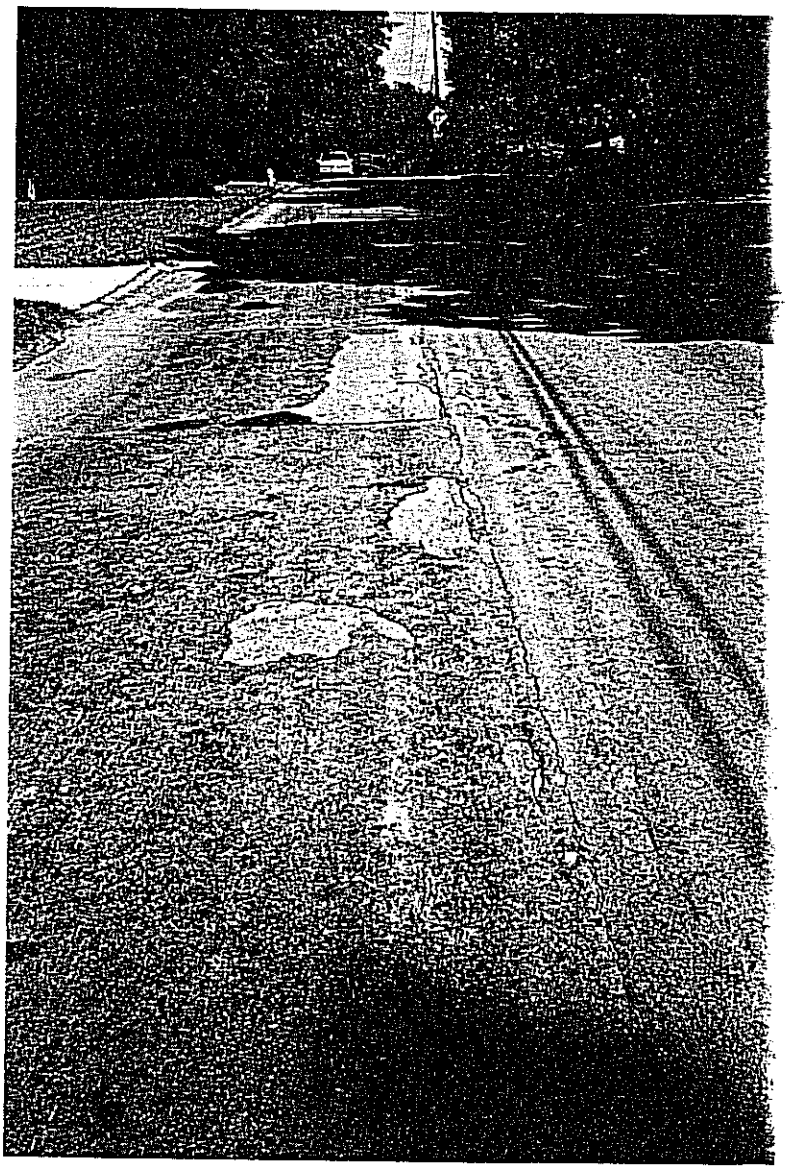
ROUNDTOP ROAD RECONSTRUCTION





ROUNDTOP RD RECONSTRUCTION





ADDITIONAL SUPPORT INFORMATION

For Program Year 1995 (July 1, 1995 through June 30, 1996), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor __X__

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

See attachment "D"

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1995) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

5 weeks/(months) (Circle one)

Are preliminary plans or engineering completed? (Yes) No

Are detailed construction plans completed? (Yes) No

Are all right-of-way and easements acquired?* Yes (No) N/A

* Please answer the following if applicable:

No. of parcels needed for project: 1 Of these, how

many are Takes 1, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes (No) N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 10 weeks/(months)

ATTACHMENT "D"

Roundtop Road being 41 years old was not built for heavy truck traffic or the amount of vehicular traffic it now experiences. 1194 feet of the road is concrete that was resurfaced in 1961, and has since been patched and surface treated. The existing base has failed. The drainage facilities are inadequate and the curbs are deteriorated and do not function properly due to block movement and heaving joints. the curbs are uneven and hold water on the pavement. The rideability is poor due to the uneven blocks that have heaved or dropped over the years under the asphalt overly and the patching over the years. the overlay street is flat and with the curbs not functioning properly, the street holds water which is adding to the deterioration of the pavement, and makes for dangerous driving conditions. There are numerous load related distresses with this pavement, especially a high quality of potholes.

735 feet of the road is a narrow berm and ditch surface treated road with a sharp curve with a retirement center driveway at this sharp narrow curve. Sight distance at this curve makes it a danger to motorists. This section of Roundtop has no curb or drainage facilities. The existing base has failed. there are numerous distresses in the pavement that are load related. The pavement surface is very rough as far as driveability due to failed pavement with bumps and sags, the high quality of potholes and patches made, overall weathering and revaling and broken edges of pavement. This section at Colerain Avenue is congested and traffic backs up on Roundtop due to only one lane to turn left or right onto Colerain. Our reconstruction will add a right turn lane at this location.

Over the years this residential street has become a very busy cut through for delivery traffic and vehicular traffic as well as local residential traffic, all are breaking down this inadequate pavement. Colerain Township's pavement management program rates Roundtop Road as failed condition. This road needs to be reconstructed to industrial pavement specifications to handle the regimen of trucks and daily traffic.

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

See attachment "E"

4) What type of funds are to be utilized for the local share for this project?

Federal	_____	ODOT	_____	Local	X
MRF	_____	OWDA	_____	CD	_____
Other	_____				

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1994 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

10 %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban	_____	Partial Ban	_____	No Ban	X

Will the ban be removed after the project is completed?

Yes _____ No _____

ATTACHMENT "E"

Once Roundtop Road is reconstructed it will be a standard width and have an industrial pavement. This will enable the road to safely handle the commercial truck traffic as well as passenger car traffic providing them with a wider and smoother pavement. The once narrow sharp curve will have the proper width and sight distance to provide users with a gradual safe curve to maneuver. At Colerain Avenue the addition of the right turn lane will reduce congestion and long waits to enter Colerain Avenue. It will reduce the accident rate by providing a defined lane for each direction to turn. There will be less street for each user trying to enter onto Colerain Avenue. NOTE: There is no traffic light at this intersection so the turn lanes are a very important part of this project. Roundtop Road will no longer hold water on the pavement, this will help eliminate the element of hydroplanning on wet pavement, or when freezing temperatures are present having ice on the pavement. The factors above are very important to the welfare of our community, especially due to the demands of this road growing each year.

Through the study by state and local officials called the "Colerain Corridor Study" it is attempting to alleviate traffic congestion on colerain Avenue, thus attempting to divert traffic off of colerain Avenue and increase traffic on roads such as Roundtop. For example the Northside Bank on Colerain Avenue has an access drive onto Roundtop Road. This is a brief example of how the "Colerain Corridor Study" is attempting to alleviate traffic off of Colerain Avenue and increase on roads such as Roundtop. The reconstruction of roundtop will help improve emergency response time by police and fire department. Providing these departments with the safety of this street, enables them to provide the protection, safety and welfare of the service area.

6) What is the total number of existing users that will benefit as a result of the proposed project?

8700 USERS/7250 ADT

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164? (This must be included with the application to be considered for funding.)

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

See attachment "F"

9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

ATTACHMENT "F"

Roundtop Road is a major artery that connects a highly traveled county road to an overly congested four lane state highway which is used daily by many users to avoid the Poole Road-Colerain Avenue intersection. It serves a retirement center, a large residential subdivision, and businesses. The reconstruction will enhance public safety by improving the traffic flow at colerain Avenue and Roundtop Road intersection by making ingress and egress more accessible and defined. Also the narrow sharp curve will be replaced with a less sharp and proper width curve improving sight distance, especially for ingress and egress out of the retirement center located on this curve. With installation of the proper drainage facilities, the risk of water on the pavement is reduced, making the chance of hydroplanning or skidding on ice patches less likely. these safety factors and the cooperation with state and local officials with the "Colerain Corridor Study" will provide safety for our traveling public while serving our entire community.

ATTACHMENT "H"

ADDITIONAL SUPPORT INFORMATION
Question 2, Page 1

The ROW acquisition for Roundtop Road involves one parcel that is needed. It is needed in the area of the sharp curve. The status is that it is in the negotiating stage, and no problems are foreseen.

COLERAIN TOWNSHIP

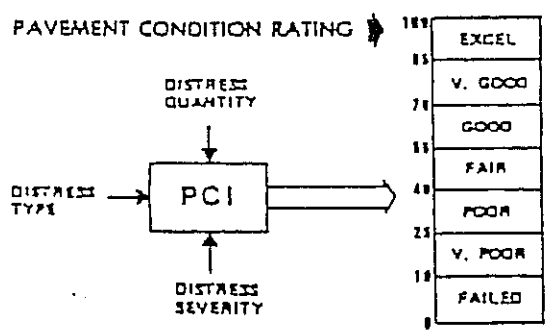
PAVEMENT MANAGEMENT SYSTEM

MICRO PAVER

Colerain Township uses Micro Paver, a computerized Pavement Management System. It is a decision making tool which allows the Township to develop cost effective maintenance and repair alternatives for Township roads. Hamilton County Engineers also use micro paver as their Pavement Management System.

The computerized system consists of a database to store the information, programs and procedures to search, retrieve and analyze the data. The data for this is taken from field inspections by a qualified field inspector.

The U.S. Army Construction Engineering Research Laboratory (USACERL) developed the Micro Paver Pavement Management System to optimize the use of pavement repair funds. The system, which uses state-of-the-art management techniques, was developed through funding from the U.S. Army, U.S. Air Force, Federal Aviation Administration (FAA) and Federal Highway Administration (FHWA). The American Public Works Association (APWA) provides and made available the micro paver system to public agencies, providing educational training courses, distribution, and full technical support of the system for established fees. APWA has contributed significantly through monitoring paver field testing by many cities and providing feedback to the development team. An important factor in optimizing the use of pavement repair funds is the pavement condition, which is determined by using the Pavement Condition Index (PCI).



PCI Concept

The PCI is an objective and repeatable rating of pavement condition based on observed distress. The PCI provides a consistent measure of a pavement's structural integrity and operational condition. The condition prediction will give a predicted PCI, which in turn shows the rate at which these pavements deteriorate. The combination of the PCI and predicted PCI generated these streets applied for on this SCIP application.

The rating methods described here were developed over many years by the U.S. Army Construction Engineers Research Lab (CERL). The methods are designed to result in a composite pavement "index" which would reflect the rating given by a very experienced and knowledgeable pavement engineer. The definitions have gone through scores of iterations of rewriting and field testing and those presented here have been field tested by the APWA Research Foundation, during the cooperatively funded project "Optimizing Pavement Investments." The APWA study found that these methods result in consistent PCI ratings regardless of inspector, provided that the inspector is properly trained. Colerain Township has been working with micro paver since 1990. It has been an asset to our Pavement Management.

STATE CAPITAL IMPROVEMENT PROGRAM

ROUND NO. 9

PROGAM YEAR 1995 PROJECT SELECTION CRITERIA - JULY 1, 1995 TO JUNE 30, 1996

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE

June 27, 1994

JURISDICTION/AGENCY: COLERAIN TWP.

NAME OF PROJECT: Round Top Road

TOTAL POINTS FOR THIS PROJECT: ~~44~~ 50 RATING TEAM NO. 2

NO. OF POINTS

10 1) If SCIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)

10 Points - Will be under contract by December 31, 1995

5 Points - Will be under contract by March 30, 1996

0 Points - Will not be under contract by March 30, 1996

(8) 12 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

BASE FAILURES + REFLECTIVE CRACKING HAVE INCREASED FROM LAST YEAR

20 Points - Poor Condition
16 Points -
12 Points - Fair to Poor Condition
8 Points -
4 Points - Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for SCIP funding.

(2) ~~4~~ 3 3) If the project is built, what will be its effect on the facility's serviceability?

5 Points - Significant effect (e.g., widen to and add lanes along entire project)
4 Points - Moderate to significant effect
3 Points - Moderate effect (e.g., widen exist. lanes)
2 Points - Moderate to little effect
1 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

(2) ~~4~~ 6 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

SAFETY; DUE TO CURVE WIDENING & RADIUS ADJUST, WOULD CONSIDER 6 BASED ON EXISTING YEAR INTERSECTION

10 Points - Highly significant importance, with substantial impact on all 3 factors
8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
4 Points - Minimal importance, with noticeable impact on 1 factor
2 Points - No measurable impact

10 5) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

1 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

0 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban
3 Points - Partial or moderate ban
0 Points - No ban of any kind

4 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more
4 Points - 7,500 to 9,999
3 Points - 5,000 to 7,499
2 Points - 2,500 to 4,999
1 Point - 2,499 and under

(2) 2 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

2 10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above
1 Point - One of the above
0 Points - None of the above

ADDENDUM TO THE RATING SYSTEM
DEFINITIONS

CRITERION 1 - ABILITY TO PROCEED

The Support Staff will assign points based on:

1) Engineering experience

2) The information on the Additional Support Information, as verified where necessary.

3) The applicant's past SCIP/LTIP record of successfully projecting project schedules on similar types of projects.

If a project rating on this item is reduced by the Support Staff because of a questionable schedule, and still receives funding, the submitting jurisdiction will be permitted to amend the Project Schedule accordingly.

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:
1) Median per capita income

2) Per capita assessed valuation of the total community real estate and personal property

3) Poverty indicators

4) Effective tax rates

5) Total corporate debt as a percentage of assessed valuation

6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

Major impact - Primary water or sewer main serving an entire system

Moderate impact - Waterline or storm sewer serving only part of a system

Minimal impact - Individual waterline or storm sewer not part of a system